

# RCDT BAA Questions&Answers

## TCBAA-06-0001 Rotorcraft Damage Tolerance (RCDT)

Start date: February 2, 2006

Q1. Will there be a separate announcement for composite materials?

A1. Under the FAA Rotorcraft Structural Integrity and Safety program, there is no plan to have a BAA for composite materials at this time.

Q2. We will not see the R&D strategic plan and roadmap until March, how can we know what are the FAA-identified gaps to address in our technical proposals - I gather that you would receive such proposals immediately, right?

A2. The detail of the fracture mechanics and RCDT gaps may not be available until March. However, it is generally and generically categorized in the research areas suggested on the RCDT BAA, which is currently being posted on the FAA website. We have decided to move forward with the BAA right away due to our fiscal year constraints and requirements.

Q3. Can you tell us who have submitted proposals for the subject BAA?

A3. No, we can't.

Q4. Is the research to be 5 years in duration?

A4. It depends on the proposed research but shall not exceed 5 years in duration.

Q5. Is this BAA announced before or a new one?

A5. The subject TCBAA-06-0001 RCDT is a new one for FY06.

Q6. Can the FAA provide some advices on what research program is worth proposing under these BAAs?

A6. No. We cannot give any additional advices on what program or approach would be worth proposing under these BAAs. The subject rotorcraft BAA has already provided sufficient guidance on the FAA rotorcraft research requirements.

Q7. Is it permissible to have a cover page in addition to the two-page Technical Summary that would identify the program title and include restricted notices?

A7. A cover page is allowed. However, the review and evaluation of the two-page technical summary (white papers) will not take into account of any technical information, if there are, on the cover page.

For your information, only the evaluation team members, who have been selected as members of the Technical Evaluation Committee, and the Primary Technical Officer are allowed to have access to two-page technical summary and formal technical proposals. All FAA personnel

mentioned above must sign the FAA Nondisclosure of Information prior to reviewing the proposals.